



Travel Management Rule

Overview of Travel Analysis Required Under Subpart A: Administration of the Forest Transportation System

Why Travel Analysis?

Because our ability to afford the cost of providing safe access for the most benefit and with the least harm to the environment is becoming more difficult. The National Forest Transportation System (NFTS) is deteriorating due to age and reduced maintenance. The types of uses have increased and that places an even greater demand on the road system. The core of Travel Analysis is national forest access by roads. There is a need to involve the public to help identify all the opportunities for a realistic, sustainable road system that considers current and future access needs.

What is Travel Analysis?

Travel Analysis (previously called "Roads Analysis") is a six-step process that was developed in response to the 2005 Travel Management Rule 36 CFR 212. The Rule has three subparts: Subpart A — Administration of the Forest Transportation System; Subpart B - Designation of Roads, Trails and Areas for Motor Vehicle Use; and Subpart C — Use by Over-Snow Vehicles. Travel Analysis existed for many years even before the 2005 Travel Management Rule and has been updated several times. Along with 36 CFR Part 212, Parts 251 (Land Uses), 261 (Prohibitions), and 295 (Use of Motor Vehicles Off National Forest System Roads) were also updated to provide national consistency and clarity on motor vehicle use of the National Forest Transportation System.

Subpart A requires Travel Analysis be completed at a 'forest scale'. This means the Forest Service takes a broad look at the whole road system and the associated risks and benefits to users and resources. It's a science-based process coupled with input from interested public, including those who use and are affected by the roads. The process will identify potential opportunities for changes to the road system. Inputs to the process include ecological, social, cultural and economic information.

What Will the Analysis Provide?

Travel Analysis will be used to inform future National Environmental Policy Act (NEPA) decisions that change the NFTS. Travel Analysis will provide a whole-forest view of the NFTS roads and will involve those who use and are affected by the roads. It will allow for a forest-scale integrated view of the issues, risks, and benefits for users and forest resources associated with the NFTS roads. Opportunities identified must support objectives found in the land and resource management plans used by the national forest. Travel Analysis complements and informs decision-making processes. Together with input from interested and affected individuals, Tribal governments, and government agencies, the analysis will produce an initial list of opportunities for potential changes to the road system. Travel Analysis will also be done at a smaller, watershed scale to more thoroughly inform NEPA or other decisions.

Travel Analysis is Not NEPA

Travel Analysis does not result in a decision with a selected alternative to be implemented. The end product will be a report that displays the findings as opportunities and provides recommendations. These recommendations will inform future management decisions for, and administration of, the National Forest Transportation System (NFTS). The identified opportunities and recommendations have to support the objectives found in relevant land and resource management plans.

The requirements for public involvement under Travel Analysis are not the same as they are for NEPA analysis. Travel Analysis allows for each forest to craft their public engagement strategy and schedule to mesh with the six-step process. Since there is no decision to be implemented, the Travel Analysis report cannot be appealed.

Public Involvement

The Travel Management Rule generated a very high level of interest. Each Forest that prepared their Final Environmental Impact Statement (FEIS) for the designation of roads, trails, and areas for motorized use under Subpart B had to follow the NEPA requirements for public involvement.

Because Subpart A is a forest-scale analysis and not a decision-type process, it does not seek to reach consensus. Travel Analysis will look at all the information available on roads, including that provided by involved public. The resulting report will identify where issues, risks, benefits, and opportunities associated with road access are present.

The Klamath National Forest is asking stakeholders, elected officials, Tribal representatives, agency representatives, employees and the public to help identify risks and benefits associated with the Forest's roads. The Klamath NF is also asking for people to help identify opportunities that could lead to a safe, affordable and environmentally sustainable road system.

Travel Analysis Six Steps and Public Involvement

Step 1 – *Setting up the Analysis*: Media releases, roll out/open house, external website information, request information since Motor Vehicle Use Map (MVUM) publication, new data, etc.

Step 2 – *Describing the Situation*: Sharing existing road system inventory (not just MVUM), access needs, review of past decisions, display of available road Operation and Maintenance resources, etc.

Step 3 – *Identifying Issues*: Request key issues, concerns; share management concerns and legal constraints.

Step 4 – *Assessing Benefits, Problems and Risks*: Share methods for assessing benefits and risks with the Public, acknowledge conflicts.

Step 5 – *Describing Opportunities and Setting Priorities*: Explain range of opportunities, why they are important, emphasize they are not decisions.

Step 6 – *Reporting*: Maps, tables, opportunities available in multitude of locations, hard copy, electronic, published, etc. The contents of the Travel Analysis Report should not be a surprise to the Public.